

c/o Tailor's Hall,
Back Lane
Dublin 8.

The Senior Executive Officer,
Land Use Planning and Transportation,
South Dublin County Council.

10th February 2016

Submission from Dublin Cycling Campaign on the proposed Construction of Grange Road Cycle and Walking Scheme and Enhancement of the Streetscape along Grange Road, Rathfarnham, Dublin 14 and Dublin 16

Dublin Cycling Campaign (DCC) has been working for over twenty years to encourage cycling and to represent the interests of everyday commuting cyclists. We want to make streets safer for cyclists and to increase public awareness of the benefits of cycling. We want to see a quantum increase in the use of the bike for commuting to study, work and for utility purposes, recognising that a 'critical mass' of cyclists in traffic leads inevitably to safer streets. Safer streets for cyclists are also safer streets for pedestrians. Dublin Cycling Campaign is a member of Cyclist.ie www.cyclist.ie and the European Cyclists' Federation www.ecf.com

General

Dublin Cycling Campaign in general welcomes this proposal for improvement to facilities for all road users on Grange Road, which forms part of Secondary route 10B in the Greater Dublin Area Cycle Network Plan. We were happy to be part to the initial workshoping process on this route, and we feel that many of the discussions that emanated from the workshop have borne fruit in this proposed scheme design. The draft proposal will raise the profile of the area, upgrade the entrances to St Enda's National Historic Park, and increase the safety and comfort of pedestrians and cyclists.

However, we have a number of comments that we wish to make, which we submit will help to improve the proposed scheme further.

- We are disappointed that the proposed scheme does not extend to the northern boundary of Grange Road where it meets Willbrook Road (Yellow House), as the present cycle facilities for this section of Grange Road are poor in the extreme.
- We note that the Road Safety Audit on the scheme has identified a number of issues and has made recommendations to address them. We fully support these recommendations, with some very minor proposed amendments, - see 1st bullet point in 'Specific Locations' below - and consider that they should be implemented in full. We are disappointed that the Safety Audit recommendations have not been centrally included as part of the exhibited scheme.
- We welcome the proposal for a 30 km/h speed limit along the route, but recommend that this be extended for the full length of the route, from Nutgrove Avenue to Taylor's Lane, particularly in light of the entrances/exits from the housing estates at the Priory, Hermitage Avenue, and the original main entrance to St Enda's National Historic Park.
- We make the assumption that the 'pink' coloured strips shown on the drawings are 'transition' cycle lanes between cycle tracks and cycle lanes. There is no colour code provided for this on drawings.
- We would request the consideration of the upgrading of all bus stops, where space is available, to either 'island type' or 'kneeling bus facility' bus stops as per National Cycle Manual guidance - <https://www.cyclemanual.ie/manual/detailsright/busstops/>
- We recommend that the design be complemented by considering the installation of directional signage to encourage the use of the cycling infrastructure, and to highlight the various historical attractions along this route.

- We recommend the consideration of the installation of a cycle counter on the route to measure the impact of any improvements in cycle numbers.

Specific Location Comments

Nutgrove Avenue to Loreto Terrace

- We note the Road Safety Audit's recommendation 4.3.1 that the proposed off road cycle track on the Green Space diagonal at the corner of Nutgrove Avenue and Grange Road should be widened and converted to a shared space. Consideration should be given to providing a separate space for pedestrians alongside the cycle track instead of shared space, as shared space can be problematical at busy times.
- The design at Loreto Terrace junction will need to be altered to facilitate the linking of the proposed cycle route from Nutgrove Avenue with the cycle facility proposed on Grange Road (east side).
- We suggest the consideration, with appropriate design, to continue the northbound off-road cycle track on the west side of Grange Road through the existing car park area on to the final section of Grange Road heading north westwards towards the Yellow House. This would also help to make the design at the main junction with Nutgrove Avenue less problematical.

Dispensary Lane to Stonepark Abbey

- We note the Road Safety Audit recommendations 4.1.1 for this section, but suggest that additional signage should be provided to indicate to motorists that they are sharing the space with cyclists. In addition we recommend large cycle logo road markings in the carriageway to highlight this fact.
- The recessed car parking spaces on the section between Dispensary Lane and Stonepark Abbey are located where cyclists will be sharing the road with motorists. These parking spaces need to be sufficiently recessed to ensure that, when opened, car doors do not encroach on to the roadway and present a hazard for passing cyclists.

St. Enda's Drive to Sarah Curran Avenue

Residential driveways are close to the cycle track and it needs to be made clear, in scheme design and in any signage or markings, that **cyclists have priority** and exiting or entering cars must give way. The present design does not make clear how this will be achieved.

Sarah Curran Avenue to Park Avenue

We note the Road Safety Audit recommendations 4.1.2 for this section, but suggest that additional signage should be provided to indicate to motorists that they are sharing the space with cyclists. In addition we recommend large cycle logo road markings in the carriageway to highlight this fact .

Original Main St Enda's Entrance

We suggest that the extension of the 30kph zone right up to Taylor's Lane Junction will be critical in ensuring that the landscaping and pedestrian/cycle friendly proposals at the historical original St Enda's entrance will work effectively and safely.

Taylor's Lane Junction

We suggest the consideration of the continuation of the off-road cycle track for cyclists heading left along Grange Road through the present junction, the tightening of the junction radius, and a design similar to that employed on the opposite (west) side of this junction.

We are happy to discuss any of the issues raised above, with Council officials and designers, at any stage. Feel free to contact the undersigned.

Yours

Mairéad Forsythe
Dublin Cycling Campaign